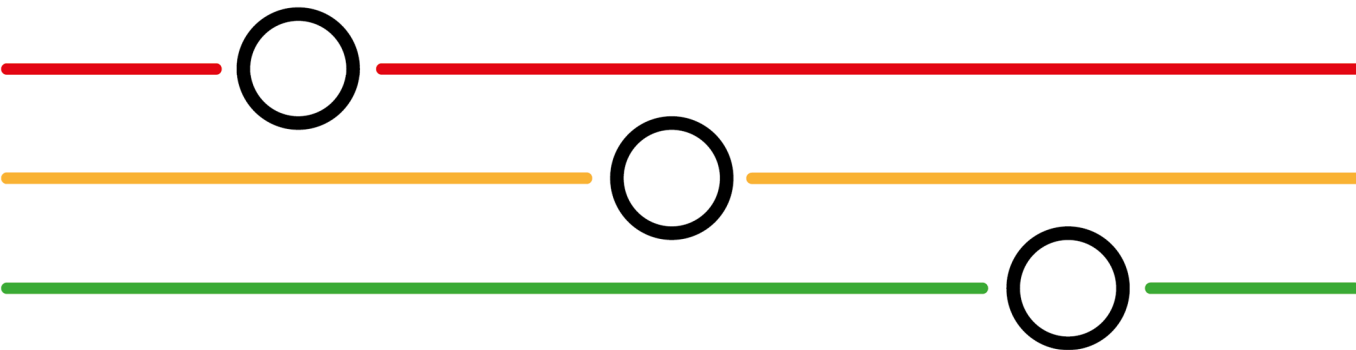




Darwen Developments Ltd

Proposed Retail Units Development,
B6089 Brampton Road, Wombwell, Barnsley

Transport Statement

3709326



JULY 2026

Report Details

Report Number:	DTP-3709326-TS
Report Title:	Transport Statement, Proposed Retail Units Development, B6089 Brampton Road, Wombwell, Barnsley
Client:	Darwen Developments Ltd
Date:	21 July 2026
Status:	-

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1 Introduction

1.1 General

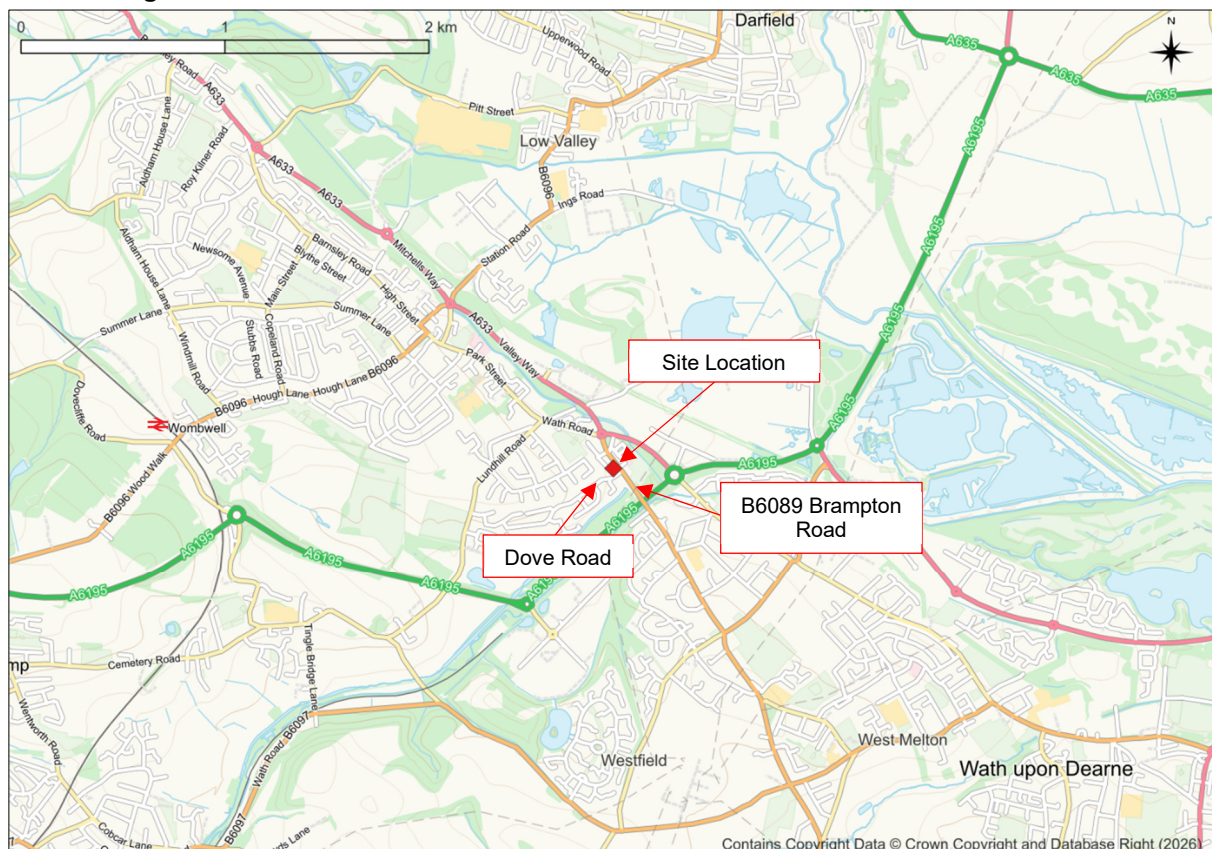
Dynamic Transport Planning Ltd is instructed by Darwen Developments Ltd to report on the highways and transportation considerations related to the proposed development of retail units, on the site of an existing hand car wash site and retail building, off the B6089 Brampton Road, Wombwell, Barnsley.

This Transport Statement (TS) has been produced to advise Barnsley Metropolitan Borough Council (BMBC) as the Local Planning Authority (LPA) and Highway Authority (LHA) on the transport planning considerations associated with the proposed redevelopment.

1.2 Site Location

The application site is located to the south of the B6089 Brampton Road, around 1km south-east of Wombwell Town Centre and approximately 7.5km south-east of Barnsley Town Centre. The location of the site is illustrated at **Figure 1.1**:

Figure 1.1 – Site Location Plan



1.3 Site History and Context

The site most recently operated as a hand car wash facility, alongside a retail provision, however, the site previously operated as a Petrol Filling Station (PFS) with retail provision.

The site is subject to a live planning application (Application Reference: 2026/0166) submitted in March 2026 for the *'Erection of 3 x retail units (Use Class E) with car parking, EV charging points and associated works following the demolition of the existing buildings/structures.'*

Comments were received from BMBC Highways stating that while *'the redevelopment of the site for commercial purposes is not objected to in principle'*, *'a Transport Statement and Travel Plan will be required in support of the application'*.

This TS, therefore, has been produced in support of the live planning application and should be considered alongside the Travel Plan.

1.4 Purpose and Structure of Report

This TS has been produced in support of the application at the site and examines the redevelopment proposals in the context of the application site, reviews the layout proposals including swept-path analysis, calculates the trip generating potential of the redevelopment and reviews the accessibility of the site.

In accordance with best practice, this TS has been prepared in reference to the Department for Transport's (DfT's) *'Guidance on Transport Assessment'* document.

This report is structured as follows:

- Section 2 sets out the existing conditions of and around the application site;
- Section 3 provides a description of the proposed redevelopment;
- Section 4 assesses sustainable access options;
- Section 5 assesses the trip generation for the proposed redevelopment;
- Section 6 presents the summary and conclusions.

2 Existing Conditions

2.1 General

The application site is located to the south of the B6089 Brampton Road, around 1km south-east of Wombwell Town Centre. The site currently comprises a hand carwash, including the former PFS retail building and forecourt canopy.

The existing buildings on the site have a combined approximate Gross Floor Area (GFA) 450m². A number of uses are present within the existing buildings on the site comprising a tyre sales shop, a car wash unit, and other E Class uses, such as a barbershop.

The B6089 Brampton Road and Dove Road bound the site to the north/east and the south of the site, respectively, with residential properties to the north and west of the site. The wider area surrounding the site is widely residential in nature, with the A6195 Dearne Valley Parkway running, grade separated, to the south of the site.

Access to the site is provided off the B6089 Brampton Road, along the western edge of the site, via two separate footway crossover junctions.

2.2 Surrounding Highway Network

2.2.1 B6089 Brampton Road

The B6089 Brampton Road is formed of a single carriageway, running in a north-west/south-east orientation to the north/east of the site. To the north of the site the road meets A633 Warth Road / Warth Road / A633 Valley Way at a four-armed roundabout junction, routing towards Wombwell Town Centre. To the south-east of the site the road routes towards Brampton Town Centre, meeting Westfield Road and B6273 Pontefract Road at a four-armed roundabout junction.

Within the vicinity of the site, the road is approximately 9.5m in width, subject to a 30mph speed limit and supported by streetlighting. It is noted that the existing site access points are supported by a ghost island right hand turn pocket, with similar arrangements at junctions along the road, separated by areas of hatching.

To the south of the site, Brampton Road meets Dove Road at a priority-controlled junction, also supported by a ghost island right hand turn pocket. Pedestrian footways are located along both sides of the road, supported by a pedestrian refuge island crossing point located around 40m to the north of the site.

2.2.2 Dove Road

Dove Road is formed of a single carriageway, running in a general north-east/south-west orientation to the south of the site. Directly to the south of the site, the road meets the B6089 at a priority-controlled junction and to the south-west of the site the road meets Lundhill Grove, towards Lundhill Road.

The road is around 5.5m in width, subject to a 30mph speed limit and benefits from streetlighting. No access is currently provided to the site off Dove Road. Pedestrian footways run along both sides of the road.

2.3 Road Safety

Accident data was obtained for the local highway network in the vicinity of the application site for the latest available three years of data covering 2022 to 2024, inclusive, from the Department for Transport (DfT) website.

In 2023 an incident of 'slight' severity was recorded along the B6089 Brampton Road at the junction with Dove Road, involving a single vehicle driven by a driver classified in the data as a young driver.

In 2024 an incident of 'serious' severity was reported along the B6089 Brampton Road, to the south of the site, involving a car and a motorcycle.

On review of the data and given the nature of the local road network and associated traffic volumes it is considered that the existing accident record does not demonstrate any pre-existing patterns or trends of incidents that could be affected by the development proposals.

3 Access by Non-Car Modes

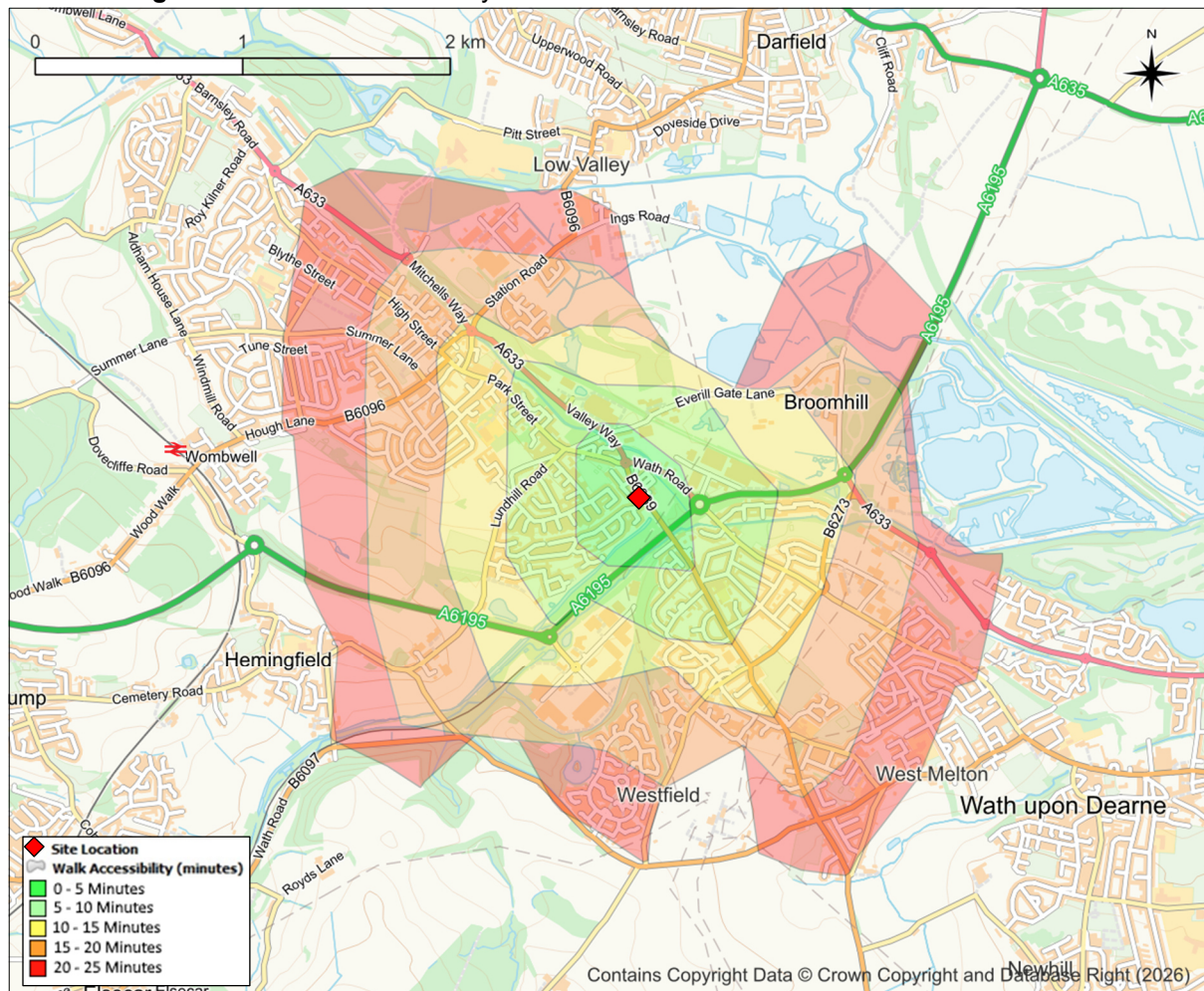
3.1 General

In accordance with planning policy, a review of access by all modes of travel has been undertaken. The options for accessing the site by sustainable modes are discussed in more detail below.

3.2 Pedestrian Access

Relevant guidance provided in Manual for Streets (MfS) states that walking offers the greatest potential to replace short car trips, particularly those under 2km. A walk accessibility plan provided at **Figure 3.1** highlights the accessible walking area within a 2km catchment of the site, equivalent to 25 minutes.

Figure 3.1 – Walk Accessibility Plan



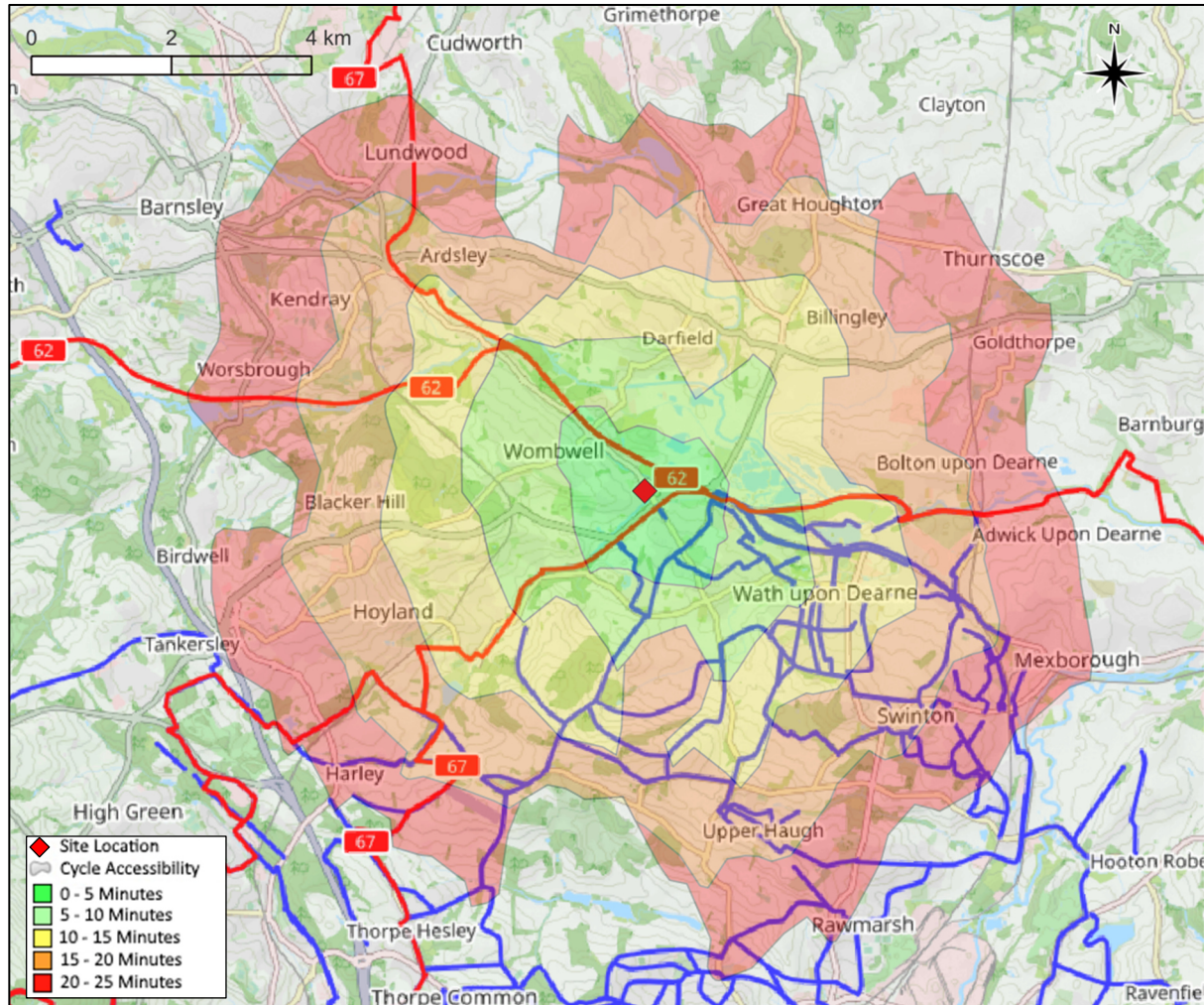
The above plan shows that Wombwell Town Centre is accessible within a 25-minute walking distance of the site, with residential areas associated with Brampton also accessible within a 25-minute walking distance to the south of the site.

Pedestrian access to the site is supported by the existing infrastructure within the vicinity of the site, including footways and crossing points.

3.3 Cycle Access

It is widely recognised that cycling has the potential to substitute shorter car journeys for work purposes. The areas reachable within a 25-minute cycle journey are identified within **Figure 4.2**:

Figure 4.2 – Cycle Accessibility Plan



The plan indicates that Wombwell and Brampton are accessible within a 10-minute cycling journey, with the nearby areas of Wath-upon-Deerne, Ardsley and Upper Haugh also accessible within a 25-minute cycling journey.

National Cycling Network (NCN) Routes 62 and 67 run within a five-minute cycling journey to the north and east of the site, respectively. Route 62 connects Fleetwood on the Fylde to Selby, forming the east to west sections of the Trans Pennine Trail, locally connecting the site towards Salford to the west and Doncaster to the east.

Route 65 routes from Long Whatton to Northallerton locally connecting to Wakefield to the north and Sheffield to the south.

3.4 Public Transport Access

3.4.1 Bus

The nearest bus stop is located adjacent to the site, accessible via the existing pedestrian refuge crossing point. A summary of the main bus routes which serve these stops are provided in **Table 4.1**:

Table 4.1 – Bus Service Summary

Service	Route Description	Core Weekday Frequency
22X	Rotherham – Barnsley	Every 15 Minutes
226	Barnsley – Thurnscoe	Every 30 Minutes

Source: Travelline.info

3.4.2 Rail

Wombwell Railway Station is the nearest station to the site, located just over 2km to the north-west of the site. Although located outside of what is considered a reasonable walking distance, the station is accessible via a 12-minute cycling journey.

Wombwell Railway Station is situated on both the Hallam and Penistone railway lines, with services operated by Northern Rail. Hourly services depart the station to Huddersfield and Leeds (via Wakefield Kirkgate and Castleford), with a service every 30-minutes to Sheffield.

3.5 Accessibility Summary

Overall, it can be summarised that the location of the site offers a genuine choice for journeys to be undertaken by modes other than car.

4 Proposed Development

4.1 General

The proposed development comprises the demolition of all of the existing buildings at the site and the construction of a new building consisting of three retail units, associated parking provision and delivery bay.

As part of the proposals the retail units will have a total GFA of around 615m², comprising two units of around 122m² and a larger unit of around 391m². It is proposed that the development is accessed off the B6089 Brampton Road via priority-controlled junction.

All of the units proposed on the site are to be use Class E, with a convenience retail store housed in the larger unit, with two food-to-go units adjacent.

The proposed site layout is provided at **Appendix 1** of this report.

4.2 Site Access and Internal Arrangements

As part of the proposed development, the southernmost access point to the site will be closed, with footway reinstatement. The remaining access point will be relocated slightly further north and subject to minor modifications to provide a two-way priority-controlled junction off the B6089 Brampton Road.

It is proposed that the retail units will be located to the western edge of the site, with the parking provision to the east. It is also noted that a delivery bay will be located to the north of the proposed building, shared between the retail units. A pedestrian access point will be constructed along the southern boundary of the site, allowing pedestrian access to the existing footway provision along Dove Road.

A swept path analysis has been undertaken of the access and egress arrangements at the site for a 10m rigid vehicle making use of the proposed delivery bay, as the largest service vehicle required to make retail deliveries. The vehicle tracking is shown on the plan included in **Appendix 2**.

4.3 Parking Provision

It is proposed that the parking provision will be shared between the retail units at the site. A total of 35 parking bays will be provided, inclusive of four mobility impaired accessible bays, located within the frontage of the units and six Electric Vehicle (EV) charging bays located to the south-east of the parking provision, inclusive of one bay to a mobility impaired standard.

Local parking standards are provided in the BMBC Parking SPD, where 'A1 Shops – Food Retail require one parking space per 14 – 20m² GFA. For the proposed development this equates to between 30 and 44 parking spaces.

Therefore, the proposed parking provision aligns with local parking spaces as 35 parking spaces will be provided. It is also noted that cycle parking will be provided in the form of five 'Sheffield' cycle stands, with capacity for 10 pedal cycles.

5 Development Trip Generation

5.1 General

This chapter provides an estimation of the likely levels of trip generation resulting from the proposed redevelopment on the adjacent highway network.

It is noted that the below assessment does not make any allowance for the lawful use of the existing site. It is also noted that the planning agent has confirmed that all existing operations within the existing building are use 'Class E'.

5.2 Trip Generation

5.2.1 Proposed Development – Local Shops

The TRICS Database has been used to estimate the likely numbers of trips expected to be generated by the development of the retail units. The land use category of 'Local Shops' has been used as the most analogous category, with comparator sites including very similar mixes of food-to-go facilities and convenience retailers.

The selection criteria applied to derive the comparative sites are listed below:

- Land use – 'Retail', sub-category – 'Shopping Centre – Local Shops';
- All London and Ireland sites excluded;
- Weekday or Saturday surveys only (as appropriate);
- Town Centre, Edge of Town Centre and Free-Standing sites removed; and
- Selection by GFA.

A summary of the trip rates for a weekday scenario is shown in **Table 5.1** with the full TRICS output provided at **Appendix 3**:

Table 5.1: TRICS Trip Rates – Local Shops (per 100m² GFA)

Time Range	Arrivals	Departures	Total
05:00-06:00	0.097	0.000	0.097
06:00-07:00	0.515	0.298	0.813
07:00-08:00	3.113	2.924	6.037
08:00-09:00	4.689	3.962	8.651
09:00-10:00	5.633	4.797	10.430
10:00-11:00	6.212	5.916	12.128
11:00-12:00	5.498	5.592	11.090
12:00-13:00	6.684	6.805	13.489
13:00-14:00	5.633	5.660	11.293
14:00-15:00	6.226	6.279	12.505
15:00-16:00	6.845	6.859	13.704
16:00-17:00	7.546	7.789	15.335
17:00-18:00	7.654	7.910	15.564
18:00-19:00	7.250	7.533	14.783
19:00-20:00	5.471	5.983	11.454
20:00-21:00	3.867	4.164	8.031
21:00-22:00	2.601	2.875	5.476
22:00-23:00	0.874	1.044	1.918
23:00-00:00	0.426	0.568	0.994
Daily Trip Rates:	86.834	86.958	173.792

The above trip rates have been applied to the GFA of the development, which totals approximately 615m², to provide the anticipated vehicle movements, as shown in **Table 5.2:**

Table 5.2: Estimated Trip Generation – Retail Units (615m² GFA)

Time Range	Arrivals	Departures	Total
05:00-06:00	1	0	1
06:00-07:00	3	2	5
07:00-08:00	19	18	37
08:00-09:00	29	24	53
09:00-10:00	35	30	64
10:00-11:00	38	36	75
11:00-12:00	34	34	68
12:00-13:00	41	42	83
13:00-14:00	35	35	69
14:00-15:00	38	39	77
15:00-16:00	42	42	84
16:00-17:00	46	48	94
17:00-18:00	47	49	96
18:00-19:00	45	46	91
19:00-20:00	34	37	70
20:00-21:00	24	26	49
21:00-22:00	16	18	34
22:00-23:00	5	6	12
23:00-00:00	3	3	6
Daily Trip Rates:	534	535	1069

The results show that during the traditional highway weekday AM and PM peak hour periods, the proposed development has the potential to generate around 53 and 96 two-way vehicle movements. This equates to less than two vehicles either accessing or egressing the site, each minute during the busiest peak hour at the site.

The same assessment has been undertaken for a Saturday scenario, with a summary of the trip rates shown in **Table 5.3** and the full TRICS output provided at **Appendix 3**:

Table 5.3: TRICS Trip Rates – Local Shops (per 100m² GFA)

Time Range	Arrivals	Departures	Total
06:00-07:00	0.568	0.398	0.966
07:00-08:00	1.683	1.560	3.243
08:00-09:00	5.337	4.187	9.524
09:00-10:00	7.594	6.486	14.080
10:00-11:00	7.923	8.744	16.667
11:00-12:00	7.841	8.415	16.256
12:00-13:00	7.841	7.964	15.805
13:00-14:00	7.759	7.348	15.107
14:00-15:00	7.225	7.266	14.491
15:00-16:00	6.281	6.486	12.767
16:00-17:00	6.814	6.773	13.587
17:00-18:00	8.415	8.128	16.543
18:00-19:00	6.856	7.143	13.999
19:00-20:00	5.911	5.870	11.781
20:00-21:00	4.269	4.762	9.031
21:00-22:00	2.670	2.898	5.568
22:00-23:00	0.200	0.300	0.500
Daily Trip Rates:	95.187	94.728	189.915

The above trip rates have been applied to the GFA of the development, which totals approximately 615m², to provide the anticipated vehicle movements, as shown in **Table 5.4**:

Table 5.4: Estimated Trip Generation – Retail Units (615m² GFA)

Time Range	Arrivals	Departures	Total
06:00-07:00	3	2	6
07:00-08:00	10	10	20
08:00-09:00	33	26	59
09:00-10:00	47	40	87
10:00-11:00	49	54	103
11:00-12:00	48	52	100
12:00-13:00	48	49	97
13:00-14:00	48	45	93
14:00-15:00	44	45	89
15:00-16:00	39	40	79
16:00-17:00	42	42	84
17:00-18:00	52	50	102
18:00-19:00	42	44	86
19:00-20:00	36	36	72
20:00-21:00	26	29	56
21:00-22:00	16	18	34
22:00-23:00	1	2	3
Daily Trip Rates:	585	583	1168

The results show that during the Saturday highway peak hour period, the proposed development has the potential to generate around 103 two-way vehicle movements. This equates to less than two vehicles either accessing or egressing the site, each minute during the busiest peak hour at the site.

5.3 Net Trip Generation

Notwithstanding the assessment set out above, there are existing Class E units operating on the site, within the existing buildings, totalling 450m² of GFA, as well as the current hand car wash operation.

The net increase in floorspace compared with the existing development is approximately 165m², and therefore, the actual increase in trip generation at the site above the current lawful use would be much lower than the assessment set out above.

For developments of this nature, it is also noted that a significant proportion of trips would be drawn from vehicles already routing along the adjacent highway network and would be considered 'pass-by' or 'diverted' in nature, rather than 'new' vehicle trips.

It is further noted that no allowance has been made for linkage of trips between the uses on the site.

5.4 Summary

Overall, based on the above trip generation assessment, it is considered that the proposed development would not have a material impact on the operation of the wider highway network.

6 Summary and Conclusions

Dynamic Transport Planning is instructed by Darwen Developments to report on the highways and transportation considerations related to the proposed development of retail units, on the site of an existing hand car wash site, off the B6089 Brampton Road, Wombwell, Barnsley.

The site most recently operated as a hand car wash facility, however, the site previously operated as a Petrol Filling Station (PFS) with retail provision.

The proposed development comprises the demolition of all of the existing buildings at the site and the construction of a new building consisting of three retail units, associated parking provision and delivery bay.

As part of the proposals the retail units will have a total GFA of around 615m², comprising two units of around 122m² and a larger unit of around 391m².

As part of the proposed development, the southernmost access point to the site will be closed with the remaining access point relocated slightly further north and subject to minor modifications to provide a two-way priority-controlled junction off the B6089 Brampton Road.

A review of the highway accident data for the site access point and adjacent highway has identified no pre-existing patterns or trends of incidents that could be impacted by the redevelopment proposals.

A review of the site's accessibility has identified that the site provides good potential for access by sustainable modes of travel.

It is proposed that the parking provision will be shared between the retail units at the site. A total of 35 parking bays will be provided, inclusive of four mobility impaired accessible bays, located within the of the frontage of the units and six EV charging bays located to the south-east of the parking provision, inclusive of one bay to a mobility impaired standard.

A swept-path assessment has been undertaken, which demonstrates that a 10m rigid, as the largest anticipated service vehicle, is able to access and egress the site.

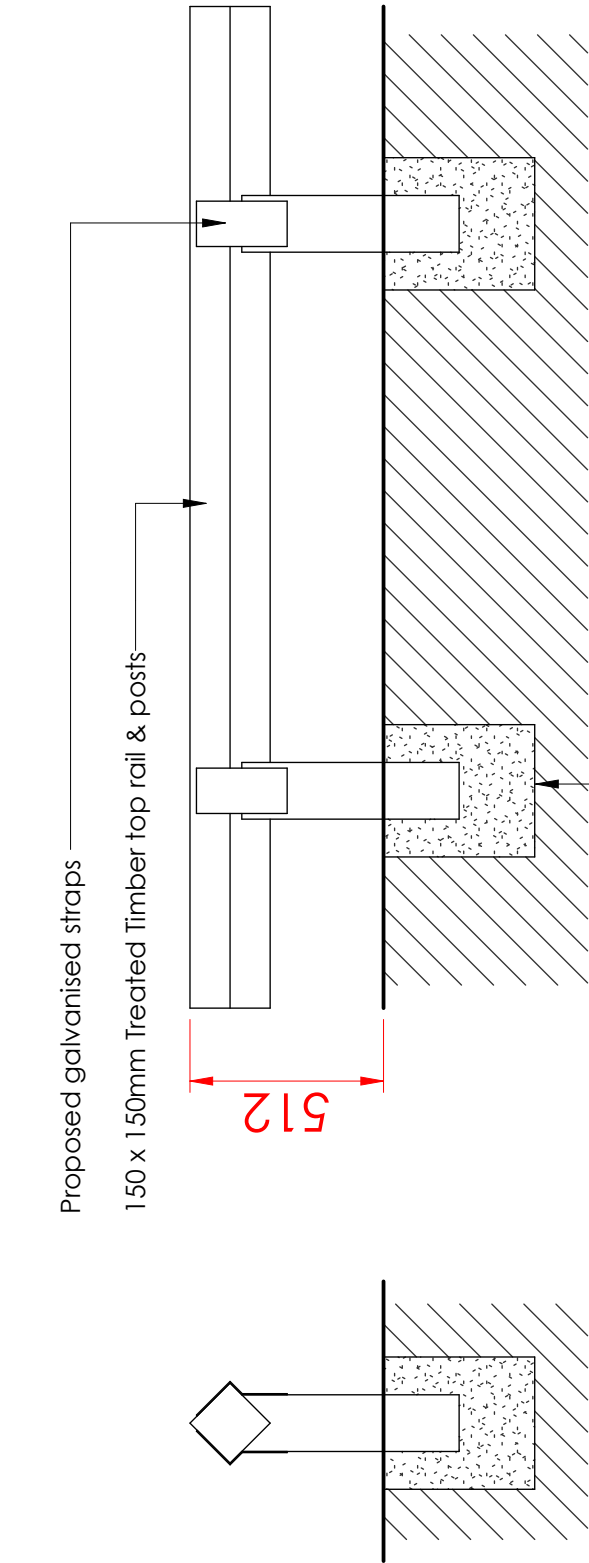
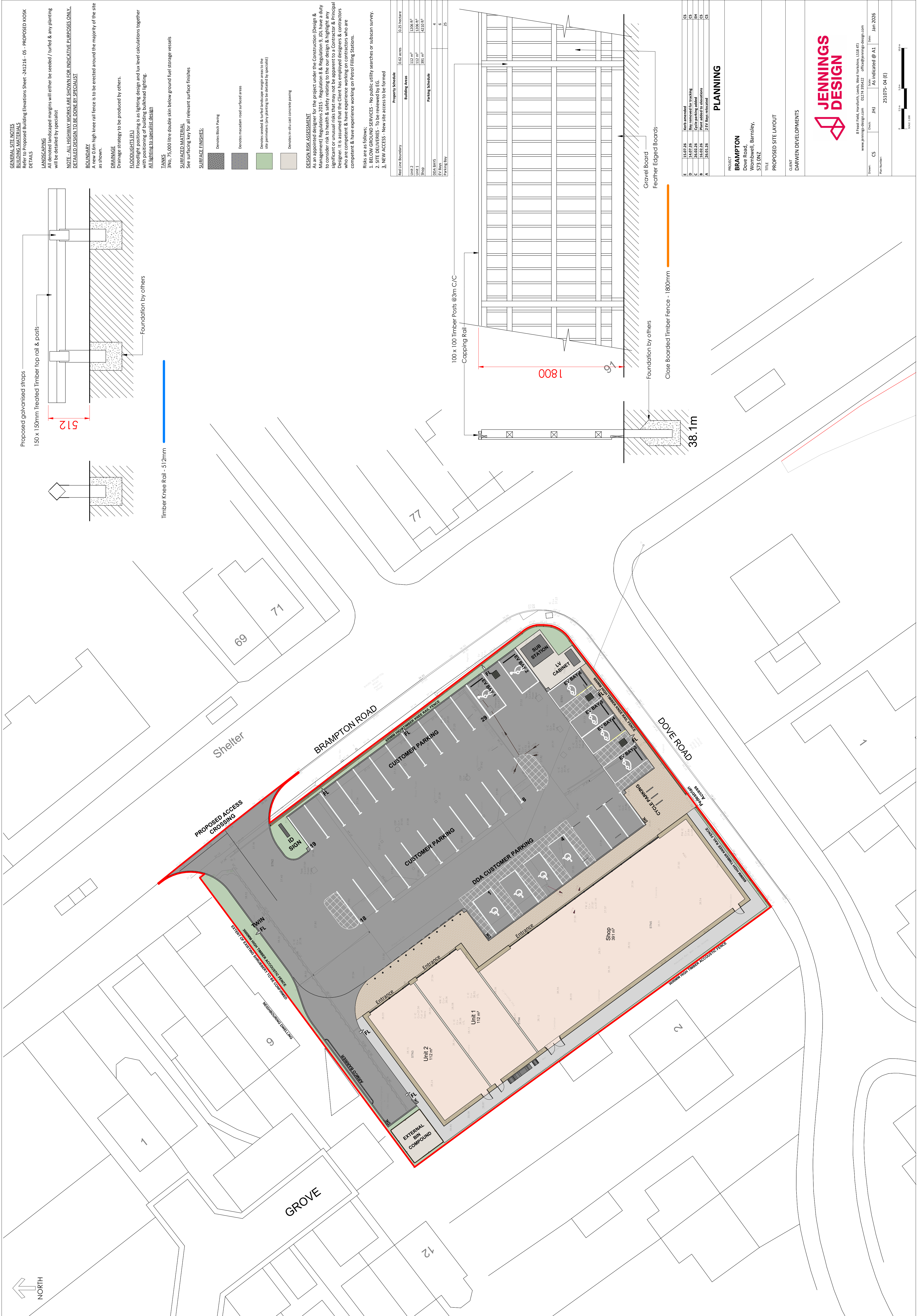
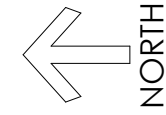
The TRICS database has been used to assess the trip generating potential of the proposed development, which found that during the weekday AM, PM and Saturday peak hours, the site had the potential to generate around 53, 96 and 103 two-way movements during the AM and PM peak hours. This equates to less than two additional vehicles either entering or departing the site each minute, during the busiest peak hour.

Overall, on the basis of the above assessment it is concluded that there are no outstanding reasons why the proposed redevelopment of the site should not be granted planning permission on highways grounds.

Appendix 1

Proposed Site Layout Plan

37.8m



GENERAL SITE NOTES
BUILDING MATERIALS
Refer to Proposed Building Elevations Sheet -241216- 05- PROPOSED KIOSK DETAILS

LANDSCAPING
All denoted landscaped margins will either be seeded / turfed & any planting will be detailed by specialist

NOTE - ALL HIGHWAY WORKS ARE SHOWN FOR INDICATIVE PURPOSES ONLY. DETAILED DESIGN TO BE DONE BY SPECIALIST

BOUNDARY
A new 0.6m high knee rail fence is to be erected around the majority of the site as shown.

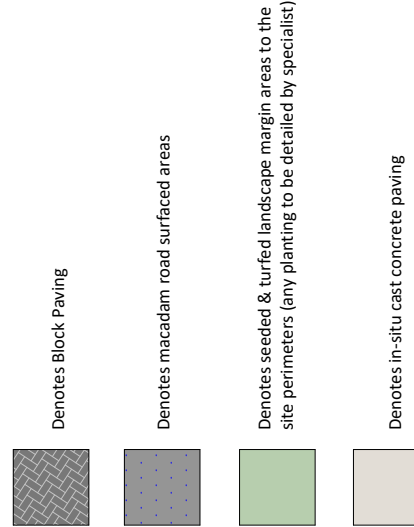
DRAINAGE
Drainage strategy to be produced by others.

FLOODLIGHTS (FL)
Floodlight positioning is as lighting design and lux level calculations together with positioning of building bulkhead lighting.
All lighting to specialist design

TANKS
3No. 75,000 litre double skin below ground fuel storage vessels

SURFACED MATERIAL
See surfacing key for all relevant surface finishes

SURFACE FINISHES:



DESIGN RISK ASSESSMENT
As an appointed designer for the project under the Construction (Design & Management) Regulations 2015, I have considered the design and construction of the proposed works and the risks to health and safety that may be associated with the project. I have identified the risks that are significant or unusual risks that may not be apparent to a Contractor & Principal Designer. It is assumed that the Client has employed designers & contractors who are competent & have experience working on Petrol Filling Stations.

Risks are as follows:
1. **BLM GROUND SERVICES** - No public utility searches or subsurface survey.
2. **SITE DELIVERIES** - To be reviewed by ECG.
3. **NEW ACCESS** - New site access to be formed

Property Schedule		0.02 acres	0.25 hectare
Building Areas			
Unit 2		112 m ²	1200 ft ²
Unit 1		112 m ²	1200 ft ²
Shop		391 m ²	4210 ft ²
Parking Schedule			
DDA BAYS			4
EV Bays			6
Parking Bay			25

100 x 100 Timber Posts @3m C/C

Capping Rail

1800

91

Foundation by others

Close Boarded Timber Fence - 1800mm

38.1m

Gravel Board

Feather Edged Boards

C	14.07.25	Units reserved	CS
D	14.07.26	Units reserved for trading	CS
B	26.02.26	On-site parking added	EH
B	16.02.26	Plant access to elevations	CS
A	26.01.26	12 EV bays allocated	CS

PLANNING

PROJECT
BRAMPTON
Dove Road,
Wombwell, Barnsley,
S73 0NZ

TITLE
PROPOSED SITE LAYOUT

CLIENT
DARWEN DEVELOPMENTS



8 Road Field, Horforth, Leeds, West Yorkshire, LS18 8ET
www.jennings-design.com 01274 356422 office@jennings-design.com

Drawn:	CS	Check:	JHJ	Scale:	AS indicated @ A1	Date:	Jan 2026
Plan Number:							

251075- 04 (E)



Appendix 2

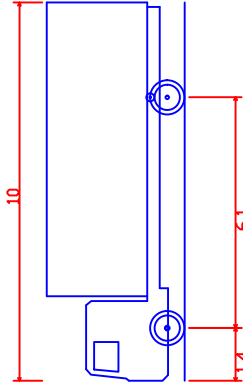
Swept Path Analysis



Proposed Site Layout - Scale 1/250



Swept Path Analysis - 10m Rigid - Scale 1/200

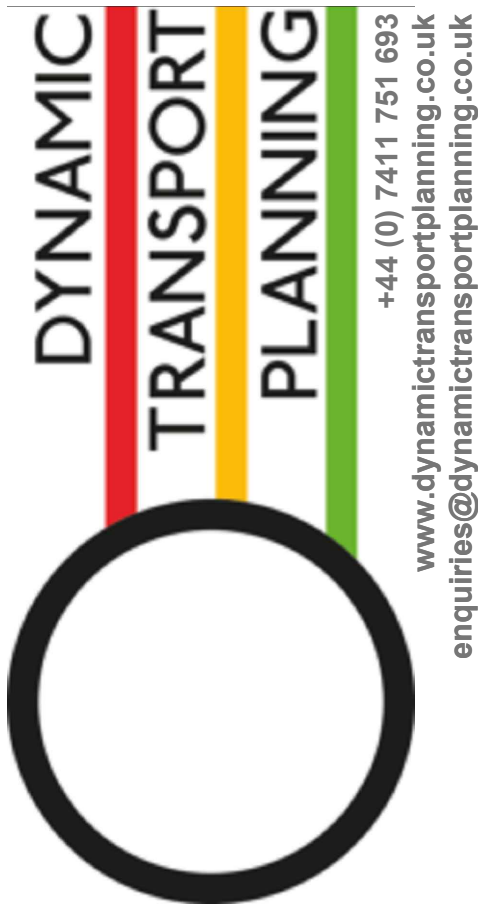


FTA Design 13/18 Tonne Rigid Vehicle (2016)
Overall Length 10.000m
Overall Width 2.550m
Min. Body Height 3.625m
Min. Body Ground Clearance 0.440m
Max. Back Slew Angle 10.000m
Kerb to Kerb Turning Radius 11.000m

Notes

All levels are stated in metres.
This drawing is to be read in colour.
All dimensions are stated in millimetres unless noted otherwise.
Drawing provided for technical approval, NOT to be used for construction purposes.
DTP are not responsible for the accuracy of data provided by clients or third parties.

Rev.	Date	Revisions	Drawn
A	22/07/26	Architect Layout Update	SA
-	16/07/26	First Issue	SA



Client

Darwen Developments Ltd

Project
Proposed Retail Units Development,
B6089 Brampton Road, Wombwell,
Barnsley

Drawing Title

Proposed Site Layout
Swept Path Analysis
10m Rigid

Date	July 2026	Scale	As Specified @ A1
Drawn	SA	Approved	GS
Drawing Number	DTP/3709326/ATR001		
Rev.	A		

Appendix 3

TRICS Outputs

Audit Code: eff7cce0-0b66-4e99-b59c-a9d93d732ccd

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: I - SHOPPING CENTRE - LOCAL SHOPS

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	SOUTH EAST	
	EX	ESSEX 1 day
	HF	HERTFORDSHIRE 1 day
03	SOUTH WEST	
	GS	GLOUCESTERSHIRE 1 day
	SM	SOMERSET 1 day
04	EAST ANGLIA	
	NF	NORFOLK 1 day
05	EAST MIDLANDS	
	NN	NORTH NORTHAMPTONSHIRE 2 days
06	WEST MIDLANDS	
	TE	TELFORD & WREKIN 1 day
	WM	WEST MIDLANDS 1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RM	ROTHERHAM 1 day
09	NORTH	
	CU	CUMBERLAND 1 day
10	WALES	
	CF	CARDIFF 2 days
11	SCOTLAND	
	PK	PERTH & KINROSS 1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: eff7cce0-0b66-4e99-b59c-a9d93d732ccd

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	320 to 1115 (units:sqm)
Range Selected by User:	307 to 1230 (units:sqm)
Parking Spaces Range:	6 - 147

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/16 to 28/11/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:	
Tuesday	4 days
Wednesday	3 days
Thursday	1 days
Friday	6 days

This data displays the number of selected surveys by day of the week.

Selected survey types:	
Manual count	14
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:	
Suburban Area	8 days
Edge of Town	1 days
Neighbourhood Centre	5 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:	
No Sub Category	1 days
Residential Zone	13 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	9 days
Servicing vehicles Unknown	5 days

Audit Code: eff7cce0-0b66-4e99-b59c-a9d93d732ccd

Secondary Filtering Selection:

Use Class:

E(a)	9 surveys
N/A	5 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

981 - 6700

Population within 1 mile:

15,001 to 20,000	1 surveys
20,001 to 25,000	6 surveys
25,001 to 50,000	7 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	1 surveys
75,001 to 100,000	2 surveys
100,001 to 125,000	1 surveys
125,001 to 250,000	6 surveys
250,001 to 500,000	4 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.1 to 1.5	11 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: eff7cce0-0b66-4e99-b59c-a9d93d732ccd

Petrol filling station:

PFS is present at the site but is excluded from the count	14 surveys
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This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	4 surveys
No	10 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	14 surveys
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This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: eff7cce0-0b66-4e99-b59c-a9d93d732ccd

1	CF-01-I-02	LOCAL SHOPS	CARDIFF
LLANRUMNEY AVENUE CARDIFF LLANRUMNEY Neighbourhood Centre Residential Zone Gross floor area: 480.00 sqm Survey date: Friday 28/11/2025			
			Survey Type: Manual
2	CU-01-I-02	LOCAL SHOPS	CUMBERLAND
WIGTON ROAD CARLISLE Suburban Area Residential Zone Gross floor area: 704.00 sqm Survey date: Tuesday 18/06/2024			
			Survey Type: Manual
3	EX-01-I-02	LOCAL SHOPS	ESSEX
QUEENS ROAD BRAINTREE Suburban Area Residential Zone Gross floor area: 375.00 sqm Survey date: Friday 08/07/2016			
			Survey Type: Manual
4	GS-01-I-02	LOCAL SHOPS	GLOUCESTERSHIRE
HUCCLECOTE ROAD GLOUCESTER HUCCLECOTE Neighbourhood Centre No Sub Category Gross floor area: 840.00 sqm Survey date: Wednesday 03/05/2023			
			Survey Type: Manual
5	HF-01-I-02	LOCAL SHOPS	HERTFORDSHIRE
BROADWATER CRESCENT STEVENAGE Suburban Area Residential Zone Gross floor area: 1115.00 sqm Survey date: Friday 28/06/2019			
			Survey Type: Manual
6	NF-01-I-01	LOCAL SHOPS	NORFOLK
LILBURNE AVENUE NORWICH Suburban Area Residential Zone Gross floor area: 760.00 sqm Survey date: Friday 22/11/2024			
			Survey Type: Manual
7	NN-01-I-02	LOCAL SHOPS	NORTH NORTHAMPTONSHIRE
DODDINGTON ROAD WELLINGBOROUGH Suburban Area Residential Zone Gross floor area: 327.00 sqm Survey date: Wednesday 01/10/2025			
			Survey Type: Manual

Audit Code: eff7cce0-0b66-4e99-b59c-a9d93d732ccd

8 CRIEFF ROAD PERTH Suburban Area Residential Zone Gross floor area: 400.00 sqm Survey date: Tuesday 17/06/2025	PK-01-I-01	LOCAL SHOPS	PERTH & KINROSS	Survey Type: Manual
9 MAGNA LANE ROTHERHAM DALTON Neighbourhood Centre Residential Zone Gross floor area: 520.00 sqm Survey date: Thursday 17/04/2025	RM-01-I-01	LOCAL SHOPS	ROTHERHAM	Survey Type: Manual
10 DORCHESTER ROAD TAUNTON PRIORSWOOD Neighbourhood Centre Residential Zone Gross floor area: 1000.00 sqm Survey date: Friday 09/05/2025	SM-01-I-01	LOCAL SHOPS	SOMERSET	Survey Type: Manual
11 FOURTH AVENUE TELFORD Suburban Area Residential Zone Gross floor area: 320.00 sqm Survey date: Tuesday 17/09/2024	TE-01-I-01	LOCAL SHOPS	TELFORD & WREKIN	Survey Type: Manual
12 SUTHERLAND AVENUE COVENTRY UPPER EASTERN GREEN Edge of Town Residential Zone Gross floor area: 580.00 sqm Survey date: Tuesday 18/10/2022	WM-01-I-04	LOCAL SHOPS	WEST MIDLANDS	Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CS-01-I-01	05-09-2023	Location not comparable
GA-01-I-01	24-04-2024	Location not comparable
WA-01-I-01	10-03-2023	Location not comparable

Audit Code: eff7cce0-0b66-4e99-b59c-a9d93d732ccd

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	516	0.097	0.000	0.097
06:00-07:00	6	615	0.515	0.298	0.813
07:00-08:00	12	618	3.113	2.924	6.037
08:00-09:00	12	618	4.689	3.962	8.651
09:00-10:00	12	618	5.633	4.797	10.430
10:00-11:00	12	618	6.212	5.916	12.128
11:00-12:00	12	618	5.498	5.592	11.090
12:00-13:00	12	618	6.684	6.805	13.489
13:00-14:00	12	618	5.633	5.660	11.293
14:00-15:00	12	618	6.226	6.279	12.505
15:00-16:00	12	618	6.845	6.859	13.704
16:00-17:00	12	618	7.546	7.789	15.335
17:00-18:00	12	618	7.654	7.910	15.564
18:00-19:00	12	618	7.250	7.533	14.783
19:00-20:00	12	618	5.471	5.983	11.454
20:00-21:00	12	618	3.867	4.164	8.031
21:00-22:00	10	657	2.601	2.875	5.476
22:00-23:00	6	686	0.874	1.044	1.918
23:00-00:00	1	704	0.426	0.568	0.994
Total Rates:			86.834	86.958	173.792

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: eff7cce0-0b66-4e99-b59c-a9d93d732ccd

Parameter Summary:

Trip rate parameter range selected:	307 - 1230 (units: sqm)
Survey date date range:	08/07/2016 - 28/11/2025
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Audit Code: f297e33d-6772-4757-8317-2fe70f48c3c8

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: I - SHOPPING CENTRE - LOCAL SHOPS

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

03	SOUTH WEST		
	SM	SOMERSET	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AL	CALDERDALE	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: f297e33d-6772-4757-8317-2fe70f48c3c8

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	504 to 1194 (units:sqm)
Range Selected by User:	307 to 1230 (units:sqm)
Parking Spaces Range:	0 - 147

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/10 to 28/11/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:	
Saturday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:	
Manual count	3
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:	
Suburban Area	1 days
Neighbourhood Centre	2 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:	
Residential Zone	2 days
Village	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	2 days
Servicing vehicles Unknown	1 days

Audit Code: f297e33d-6772-4757-8317-2fe70f48c3c8

Secondary Filtering Selection:

Use Class:

E(a)	2 surveys
N/A	1 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

788 - 5300

Population within 1 mile:

1,001 to 5,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	1 surveys
100,001 to 125,000	1 surveys
125,001 to 250,000	1 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	3 surveys
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: f297e33d-6772-4757-8317-2fe70f48c3c8

Petrol filling station:

PFS is present at the site but is excluded from the count

3 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No

3 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present

3 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: f297e33d-6772-4757-8317-2fe70f48c3c8

1	AL-01-I-01	LOCAL SHOPS	CALDERDALE
DENHOLME ROAD NEAR HALIFAX LIGHTCLIFFE Neighbourhood Centre Village Gross floor area: 676.00 sqm Survey date: Saturday 03/05/2014			
			Survey Type: Unknown
2	NF-01-I-01	LOCAL SHOPS	NORFOLK
LILBURNE AVENUE NORWICH Suburban Area Residential Zone Gross floor area: 760.00 sqm Survey date: Saturday 23/11/2024			
			Survey Type: Unknown
3	SM-01-I-01	LOCAL SHOPS	SOMERSET
DORCHESTER ROAD TAUNTON PRIORSWOOD Neighbourhood Centre Residential Zone Gross floor area: 1000.00 sqm Survey date: Saturday 10/05/2025			
			Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DL-01-I-04	08-09-2012	Location not comparable
DL-01-I-05	22-09-2012	Location not comparable
DL-01-I-06	22-09-2012	Location not comparable
DL-01-I-09	31-05-2025	Location not comparable

Audit Code: f297e33d-6772-4757-8317-2fe70f48c3c8

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	2	880	0.568	0.398	0.966
07:00-08:00	3	812	1.683	1.560	3.243
08:00-09:00	3	812	5.337	4.187	9.524
09:00-10:00	3	812	7.594	6.486	14.080
10:00-11:00	3	812	7.923	8.744	16.667
11:00-12:00	3	812	7.841	8.415	16.256
12:00-13:00	3	812	7.841	7.964	15.805
13:00-14:00	3	812	7.759	7.348	15.107
14:00-15:00	3	812	7.225	7.266	14.491
15:00-16:00	3	812	6.281	6.486	12.767
16:00-17:00	3	812	6.814	6.773	13.587
17:00-18:00	3	812	8.415	8.128	16.543
18:00-19:00	3	812	6.856	7.143	13.999
19:00-20:00	3	812	5.911	5.870	11.781
20:00-21:00	3	812	4.269	4.762	9.031
21:00-22:00	2	880	2.670	2.898	5.568
22:00-23:00	1	1000	0.200	0.300	0.500
23:00-00:00					
Total Rates:			95.187	94.728	189.915

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Audit Code: f297e33d-6772-4757-8317-2fe70f48c3c8

Parameter Summary:

Trip rate parameter range selected:	307 - 1230 (units: sqm)
Survey date range:	03/05/2014 - 10/05/2025
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.